Can You Identify This Location?

Mystery Picture No. 4

Our readers, at least those puzzled over Mystery Picture No. 3 which appeared in the March magazine, were fortunate in having two months in which to identify the scene instead of the usual one month. But, to correctly pinpoint the location, the area shown was at the west end of Bangor Yard with the Maine Central fuel oil storage tank of 500,000 gallon capacity looming up in the background.

R. E. MacDonald, Agent at North Anson, got the right answer and added that "the high bank on the right looks like what they used to call High Head".

Retired Conductor Herbert W. Fogg, Portland Division, also knew just what part of the railroad he was seeing in the picture and offered the information that the high and low signals in the distance control main line and pulling out track movements for westbound traffic.

Challenging your powers of observation again this month is a new mystery picture. It shouldn't be very hard for most of you to get this one as we feel that it is a prominent and well known station. No clues beyond that however; we'd be giving the answer away.

Receives 50 Year Pass

Over 50 years of service with the Maine Central Railroad was rewarded on April 1st when Yard Conductor Willie E. Ryder received Life Service pass number 192, accompanied by a personal letter of congratulations from President E. Spencer Miller.

Ryder began his service in June 1904 as a general workman in the Operating Department, Portland; he became a yard brakeman for the Portland Terminal Co. in March 1907 and yard conductor in July 1911.

FROM THE EDITOR

Due to the fact that our April issue was devoted almost exclusively to the 1954 Annual Report, material that would normally have appeared that month is being used in this issue of the Magazine. All of which is an attempt to say, "We're sorry if some of this month's articles are slightly old but we figured that it was better to be late than never."

April is the traditional Perfect Shipping month for the nation's railroads and their shippers. Johnny Careful, shown in the cartoon on our back cover, personifies the efforts being made continually to promote perfect shipping and reduce the all too large freight loss and damage claims suffered by the railroads each year.

The campaign, actually, is not confined to just one month of the year. It is, and must be, carried on throughout each day of the year and we, as employees vitally interested in the welfare of our railroad, must make every effort to insure that all goods shipped over the Maine Central reach their destination in good condition.

Published Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine
Black Diamonds

An Important Phase of Maine Central’s Freight Traffic.

Bituminous coal hauled by the Maine Central Railroad in 1954 amounted to 8,937 carloads, or 499,852 tons. Gross revenue received from this class of traffic was $931,092 which was 4.3 percent of our total freight revenue. Further, we find that the volume of coal handled in recent years has dropped considerably. For example, 14,236 carloads moved during the year 1945. (These figures are of revenue carloadings only and do not include any coal hauled by the Maine Central for use in its steam locomotives.) So far as the railroad is concerned, loss in revenue on bituminous coal has been offset by increased earnings on petroleum.

However, with comparisons disregarded, coal is still an important commodity and source of revenue for our railroad. And the interesting part of this story lies in the fact that a majority of the tonnage originates from ocean-going coal ships which dock at Portland, Bath and Bucksport tide water terminals. At these points the coal is dug out of the ships and either loaded directly into rail cars or piled on the wharves for later transfer.

Receiving this vast quantity of coal are industries located all along the lines of the Maine Central system, the principal destinations being as follows:

From Bucksport — the Maine Coal Sales Company located here serves numerous industries in the area of Dover-Foxcroft and the Washington County section, including the communities of Machias and Eastport, with coal from its wharf facilities. Further carloads are forwarded for delivery at Aroostook County points.

From Bath — The Oxford Paper Company of Rumford and U. S. Gypsum Company of Lisbon Falls are principal receivers of coal from the terminal of the Kennebec Wharf and Coal Company. Also, many other consumers throughout Central Maine are served with carload shipments.

From Portland — coal received through the A. R. Wright terminal goes to these important receivers: Oxford Paper Company, Rumford; International Paper Company, Livermore Falls; Hollingsworth and Whitney, Waterville; S. D. Warren Company, Cumberland Mills; Gilman Paper Company, Gilman, Vermont; Groveton Paper Company, Groveton, New Hampshire; Brown Company, Berlin, New Hampshire, plus many others.

We should mention here that practically all of the coal cars used
by the Maine Central are of the type called cross hopper cars, which is the type preferred by most receivers. In other words, when unloading, the cars dump their contents between the rails either into hoppers or through a trestle onto piles of coal on the ground. These compare to cars which dump outside the rails.

Representative of the coal companies served by the Maine Central, and handling the largest amount of coal, is the waterfront coal receiving firm of A. R. Wright Company in Portland through whose terminal Pocahontas Fuel Company ships a large amount of coal each year. (For the purposes of this story we are more or less describing the work of the terminal rather than the individual companies.) A total of 265,385 net tons were handled by the Maine Central from their facilities during 1954. In addition, approximately 150,000 net tons were transhipped by the Portland Terminal Company, wholly within their operating area, to the S. D. Warren Company at Cumberland Mills.

Modern equipment and skilled crews combine to unload ships carrying 11,500 tons of coal in about two days time. In the unloading process an average of 500 tons of coal are taken out per hour. A steam operated digger, or giant unloading tower, located on the wharf and moving on rails to enable it to reach any hold of a ship, digs out 5 tons of coal at a bite of its huge bucket. A skilled "digger", or operator, can virtually clean out a hold of a ship leaving as little as 25 tons of coal in the corners of each hatch to be moved by hand during the final trimming operation on the ship. In trimming, coal left in the corners is moved to the center of the hatch by hand labor where it is picked up by the bucket.

An overhead conveyor belt system, constructed of steel rollers and supports on which travels a continuous rubber conveyor belt, provides the means by which the coal is transferred from the ships either directly into waiting railroad cars or to the various piles of coal in the storage yard. Whereas the layman would call it a storage yard, the coal is piled "in the field" according to employees of the Wright Company. The operation goes like this:

Five tons of coal at a time are dumped by the bucket in the unloading tower onto a conveyor belt which leads to the Junction House. At the Junction House the coal can be loaded directly into hopper cars, placed on 3 tracks beneath it, or may be transferred to another belt which leads to storage areas in the field. The 3 tracks hold a total of 30 cars at one time the cars being moved through the Junction House by means of a cable attachment. This eliminates the need of a switching engine to shove the cars along as they are loaded; the switchers thus have only to place strings of empties and later haul out strings of loaded cars.

Coal moving out into the field is fed from the Junction House along conveyor belts to shuttle conveyors which discharge at the desired location. There the coal is piled until needed.

Coal piled in the field is used, of

Continued on Page 8
Black Diamonds

Continued from Page 6

course, to supply the needs of consumers during periods between ship arrivals. It is placed in the hopper car by a large crane with a 5 ton clam shell bucket operating from ground level.

The bituminous coal handled at the Wright Company plant consists of several different types. These types and their uses are:

1. Domestic Run of Mine — which is a lump coal for home and industrial use.
2. Nut and Slack, and Slack — for industrial, stoker and home use, principally used by the big mills.
3. Stoker — mostly for mill use.
4. Locomotive — used by railroad locomotives and power stations.
5. Bituminous Pea — a domestic coal for stoker use.

Being up in the top 10 bracket among Maine Central shippers, it may be seen that the A. R. Wright Company is an important customer of our railroad's services. Approximately 91% of the coal received over its docks is shipped out of the terminal by rail, a large percentage of this via Maine Central lines. An average of 32-35 carloads per day, of about 55 tons each, leave the wharf the year round.

Mr. Charles F. Simes, president of the Wright organization, takes a very optimistic attitude concerning the future outlook of the coal business. He says that between January 1st and April 1st of this year 17 coal ships have made port; a calendar year will see about 55 ships docked at the wharf. At approximately 11,500 tons per ship that's a lot of coal!

Letter of Commendation

Highly commended in a letter to Maine Central President E. Spencer Miller for their fine work in handling a large group on a Mountain Sub-Division train trip recently were Agent Floyd D. Warren, Fryeburg, Conductor Charles Raymond and Trainman Herbert Howard, both running on Trains 162 and 163. The letter follows:

Feb. 22, 1955

"Dear Mr. Miller:

In an attempt to commemorate the 45th anniversary of the founding of the Boy Scouts of America, the Fryeburg-Lovell Kiwanis Club sponsored an excursion from Fryeburg, Maine to St. Johnsbury, Vermont on the Mountain Division of the Maine Central Railroad. This excursion took place last Saturday, February 19th.

We planned this excursion for the 30 Cub Scouts, five Den Mothers, the Cub Scout Master and myself. Mr. Floyd Warren, your agent here at Fryeburg, very kindly made arrangements for a special tariff as well as arrangements to have an additional coach for us. He even came to Fryeburg last Saturday morning on his own time to open up the office and be prepared to sell additional tickets should anyone desire to purchase them that day, which they did. I wish to state here that the friendly, efficient and very satisfactory cooperation extended by Mr. Warren was very much appreciated.

I also wish to tell you that your conductor, Mr. Charles Raymond, and your trainman, Mr. Herbert Howard, were extremely cooperative on this trip. There were 146 adults and children who made the trip from Fryeburg to St. Johnsbury and return. Mr. Raymond and Mr. Howard were very pleasant, informative and contributed materially in all ways to the enjoyment of both the adults and the children.

At this time, not only personally, but on behalf of the Fryeburg-Lovell Kiwanis Club and the Boy Scouts, I wish to extend to you my congratulations for having in your employ such individuals as Mr. Warren, Mr. Raymond and Mr. Howard.

Sincerely yours,

Harry K. Eastman
Cub Scout Chairman"

Copies of the above letter were sent to the three men mentioned by General Manager of Transportation M. A. Thomas along with a note saying, in part, "Things of this nature help a great deal, and I wish to commend each one of you."

Conductor Raymond observed his 52nd anniversary of railroad service on Feb. 26th of this year and is listed among the Active Gold Pass Veterans in our April issue of the magazine.

Promotions

Effective March 1 — Blair E. Walls was appointed Supervisor, Employees Group Insurance, according to an announcement by E. C. Paine, Special Asst. to Comptroller.

Effective April 1 — Harvey S. Crosby was appointed General Manager-Mechanical. These types and their uses are:

Gordon G. Williams was appointed Cashier in the Finance Department it was stated in an announcement by Horace N. Foster, Comptroller and Treasurer.

Effective April 11 — Edward C. Paine was appointed Assistant Comptroller and Martin A. Holmes was appointed Examiner in the Accounting Department, both appointments being announced by Horace N. Foster, Comptroller and Treasurer.

Freight Traffic Dept.

Transfers

Transfer of the Rate, Tariff and Division sections of the Freight Traffic Dept. from Boston to the office of the Freight Traffic Manager in Portland, effective May 1st, has been announced by E. Spencer Miller, President. In this connection the following appointments have been made:

- J. M. Shaw, General Freight Agent
- G. E. Phillips, Asst. General Freight Agent
- A. E. Goodwin, Chief Tariff Bureau
- Armond Heerman, Chief, Division Bureau
An Innovation:
Steam Generator Car No. 111

Strikingly painted in the new Maine Central colors of green and gold is former coach No. 204 now converted to Steam Generator Car No. 111 and stationed at Bartlett, N. H. It is there as insurance against failure of the heating system of the locomotive assigned to trains No. 162 and 163 on the Mountain Sub-Division between Portland and St. Johnsbury, Vermont.

Waterville Shops workmen, under the direction of Superintendent F. H. Bennett, have stripped all of the seats and rest rooms out of the car and installed in their place a steam generator, a fuel oil tank and water tank. A fresh coat of paint in the new color scheme completed the transformation from a passenger coach to a steam generator car.

Now, should an engine on the passenger run through the mountains develop trouble with its heating system, and even possibly be replaced with a locomotive not equipped for steam heating requirements, Car No. 111 can be coupled into the train so that it can proceed with a minimum of delay.

Eliminated, with the outfitting of Car No. 111, was the necessity of maintaining at Bartlett a steam generator equipped locomotive as standby equipment for passenger trains operating in the area.

Latest Timetable

The current spring timetable of the Maine Central Railroad, which became effective April 24, carries a new idea of a visual block form which features both time and space giving the passenger a direct reading of the location of his train along its route and time. Printed in five colors the new timetable is the first in the east to make this radical step in timetable simplification.

Used as an experiment the new form shows the three best known trains of the Maine Central: the "Pine Tree", "Flying Yankee", and "Kennebec". The three trains are designated in different colors running in both directions. The "Pine Tree" is shown by a green line, the "Kennebec" by a red line and the "Flying Yankee" by a blue line.

In speaking of the new timetable, Harold J. Foster, Passenger Traffic Manager said: "We believe we have gone a long way by adopting this new idea towards solving the ever present problem of simplifying the public timetable".

The spring timetable is printed in Daylight Time and shows many changes in the arrival and departure times of trains. The railroad advised passengers planning to make trips by rail to be sure to pick up one of the new timetables.

Charles A. Welch

Charles A. Welch, 63, recently appointed chief clerk in the office of the General Managers of the Maine Central at Portland, died suddenly March 28th. Well liked by everyone who knew him, he will be greatly missed by his friends and associates on the Railroad.

Charlie had a long and varied career with the Maine Central, being first employed as clerk in the Auditor of Passenger Accounts office July 1908, at Portland. The following years saw him at Bar Harbor, with the Portland Terminal Co., chief clerk in Bangor, then back in Portland as clerk, acting chief clerk, time inspector, statistician, and finally as chief clerk, General Managers office on January 17, 1955.

Engineering Dept.
Meetings

Designed to bring the immediate departmental officers closer to their employees, a new series of annual meetings within the Engineering Department got underway on April 27th at Bartlett, N. H. with an "Annual Track Dept. Round Table".

Although similar to the semi-annual meetings of past years, the new series features a planned program of a safety meeting with Safety Agent C. L. Quigley, luncheon as guests of the management and a round table discussion covering methods of handling the department's work and work problems.

During the months of April and May a total of 10 meetings are being held covering the Signal,
Horace N. Woodbury

On March 31, 1955, Horace N. Woodbury retired from his duties as Comptroller of the Maine Central Railroad Company, after 49 years service. Mr. Woodbury started his employment with the Maine Central on May 21, 1906, as a clerk in the office of general auditor. He became general bookkeeper in June, 1915, and during World War I he was employed as traveling auditor for the Railroad Administration. In 1921 he was appointed chief clerk in the comptroller's office, and in 1940 he was made general accountant. He held that position until his election as comptroller in May, 1952.

Among gifts the employees gave Mr. Woodbury on his retirement were a three-suiters luggage case, cigars, leather billfold, snorkel pen and pencil set, Canadian whiskey, two season tickets to Red Sox Sunday games. All best wishes are extended for his continued health, happiness, and prosperity.

—By Ernestine V. Grimes

Putting the Spotlight On Bowling

Bowling rivalry between Portland General Offices, Rigby, Waterville and Bangor reached its annual peak on March 26th when a total of 9 teams participated in a tournament at Bangor Bowling Academy in Bangor. The winners! Bangor Team No. 1, 1 to r., Les Snyder, Frank Caruso, Ben Whitney, Larry Warren and John Shaughnessey. Coming through with flying colors and out-pointing their nearest rivals by 77 pins were members of Bangor Team No. 1. Messrs. Shaughnessey, Whitney, Caruso, Snyder and Warren lead the field throughout the 5 strings of the tournament with the General Offices team from Portland coming the closest to them. Final results were:

- Points

<table>
<thead>
<tr>
<th>Team</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangor No. 1</td>
<td>2,384</td>
</tr>
<tr>
<td>General Offices</td>
<td>2,307</td>
</tr>
<tr>
<td>Bangor No. 2</td>
<td>2,234</td>
</tr>
<tr>
<td>Rigby A</td>
<td>2,173</td>
</tr>
<tr>
<td>Waterville No. 2</td>
<td>2,165</td>
</tr>
<tr>
<td>Waterville No. 3</td>
<td>2,124</td>
</tr>
<tr>
<td>Rigby C</td>
<td>2,052</td>
</tr>
<tr>
<td>Waterville No. 1</td>
<td>1,833</td>
</tr>
<tr>
<td>Rigby C</td>
<td>1,647</td>
</tr>
</tbody>
</table>

In a very sportsmanlike gesture, Waterville Team No. 1 and Rigby Team C did not bowl their 5th strings in order that more alleys might be available to the other teams to finish up in time.
ning out for Waterville and Portland players to catch their return train. The scores of those two teams are lower, in the above tabulation, than they would otherwise have been for that reason.

Scoring honors for the tournament went to York of Bangor Team 2 with a high single of 119. High single honors for the visiting teams went to Priest of Waterville Team 1 who came through with a score of 116.

A suitable award for the winning team, in the form of a trophy, will be presented by the Maine Central Railroad in the near future and will be reported in the Magazine at a later date. This trophy will be used each year, as long as interest in bowling continues, to be held for a year by each winning team and not retired.

General Offices League

Finishing up its bowling season on April 18th with a banquet for the winning team was the Boston and Maine-Maine Central Bowling League at the General Offices, Portland.

High scoring records made by members of the 8 team league were:

High individual average: Finley 96.6.

High individual single: De Gruchy 142.

High individual 3 strings: Redmond 341.

Final team standings were as follows:

<table>
<thead>
<tr>
<th></th>
<th>Won</th>
<th>Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dodgers</td>
<td>65</td>
<td>47</td>
</tr>
<tr>
<td>Yankees</td>
<td>64</td>
<td>48</td>
</tr>
<tr>
<td>White Sox</td>
<td>63</td>
<td>49</td>
</tr>
<tr>
<td>Braves</td>
<td>60</td>
<td>52</td>
</tr>
<tr>
<td>Indians</td>
<td>54</td>
<td>58</td>
</tr>
</tbody>
</table>

2nd Annual Labor-Management Banquet

Sponsored by All Crafts, Waterville Railroad Shops, the 2nd Annual Labor-Management Banquet was held February 24th at American Legion Hall in Waterville with over 200 persons present.

Bringing messages in behalf of labor and management were General Chairman of the Electrician's Union Donald Collins and General Manager-Mechanical Roy E. Baker.

Asking the question "Just who is your boss?", Mr. Baker also gave the answer, saying that it might be any employee of the railroad including the president and directors who, as a Maine Central stockholder, was also an owner and a "boss". Thus the stockholders, in working in the firm of which they own a part, actually are working for themselves — being their own boss.

In his remarks Chairman Collins described the efforts of labor representatives, both nationally and locally on the Maine Central, toward the end that the various railroads would become participating members in the new Group Hospital, Surgical and Medical Insurance plan for all non-operating personnel. (The Maine Central Railroad and the Portland Terminal Company have since applied for admission under the plan.)

General Chairman of the banquet was Abbott M. McKenney, Shops machinist, with Fred Gould acting as toastmaster.

Toastmaster Gould, following a delicious dinner, introduced those seated at the head table and the speakers of the evening. A program of entertainment brought a most successful meeting to a close.

Among those seated at the head table were, l. to r., Mrs. Parker Hall, Donald Collins, Joe D. Rourke, Frank H. Bennett, Mrs. Bennett, Roy E. Baker, Fred Gould, Harold G. Hook, Abbott McKenney (partially hidden in rear), Richard F. Dole, Archie Smith, Mrs. Archie Smith and Rev. Keith Smith.

Those Were The Days

Railroad operating rules, such as the following, are a far cry from today's Rule Book (just ask any Maine Central man!):-

Rules laid down by the Virginia and Tennessee Railroad (in 1854) and the Dayton Coal and Iron Railroad (in 1897):

"Conductors are forbidden to attempt to influence passengers in favor of any certain saloon but must act impartial in this respect. . . . No collisions allowed . . . . Trains must stop before running over livestock . . . . Passenger conductors are required to wear shoes, but socks are optional."

Sent to the Magazine by J. A. McClosky
Yard Conductor
Portland Terminal Company
Miss Mary Sanborn, center, a senior at Gardiner High School, recently received the Elks Scholarship Award, a $25 War Bond. She is enrolled in the college course and plans to study the elementary education course at the University of Maine this fall. She is the daughter of Mr. and Mrs. Maurice L. Sanborn. Mr. Sanborn being Railway Express Agent at Gardiner and also our Magazine correspondent at that point. Miss Sanborn is now eligible for one of the $20,000 in scholarship awards which will be distributed at the 1955 Grand Lodge of Elks session. Pictured left to right: Principal Frank Stone, Miss Sanborn and Frank McNally, chairman of Elks Youth Committee.

By ANN NEWCOMB

L. A. Stevens, sectionman in Chet Dyke's crew, has been assigned to Livermore Falls crew for summer. His assistant this summer will be E. A. Hall, Mechanic Falls.

M. A. Thomas, General Manager, was a recent visitor on the Farmington branch.

Mr. Winslow, Rules examiner, was up on the Farmington branch giving eye examinations recently.

Ron and Don Newcomb, twins sons of Clerk R. M. Newcomb, Livermore Falls, are enjoying class trip with the Livermore Falls high school seniors visiting New York and Washington.

M. A. Tuttle, sectionman in the Jay crew, was off due to illness, a spring cold. Understand he didn’t heed brother Joe White’s warning of taking a little sulphur and molasses.

Mr. Robinson and Chet Dyke crew are hard at it putting in their ties.

Rockland

By F. L. CARSLEY

Just back from a nice vacation at St. Petersburg, Fla. While there called on Agent and Mrs. D. W. Pomerleau of Newcastle and Retired Clerk-Operator and Mrs. Ernest Buswell who were enjoying the Florida sunshine.

Spare Clerk Harold Fletcher from Danville is with us covering vacations at the Freight Office while his regular was at his desk. Mrs. Ivy Brackett are vacationing in St. Petersburg, Fla. General Clerk and Mrs. Stanley Prescott vacationing at Washington, D. C. and Chief Clerk Lillian McCurdy who will spend part of vacation at Boston.

Retired Conductor Carl Pierce called on us and he had just returned from Sunny Florida. Nice to see him.

Waterville Station

By M. W. FLYNT

Asth. Yardmaster H. A. Wright has returned to duty after three months leave due to illness. We extend sympathy to families of Retired Conductors Guy E. Stafford and Peter Gagne who recently died.

Ops. D. W. Thomson and T. A. McDonald vacationing, relieved by Ops. R. E. Lougee. Ops. W. W. Dudley has returned to work after several weeks illness.

Rules Examiner E. H. Winslow in town for a few weeks for annual examination and instructions.

Baggage agent Leo B. Dutille is sporting a new Chevrolet car.

Annual meeting Maine Assn. Railroad Veterans held at Winslow Grange Hall April 24th. Large number veterans attended. Several from out of town. A fine banquet was enjoyed.

Mr. and Mrs. Earl Brochu have recently returned from a vacation in Florida.

Carman Helper Clarence Richardson is taking a few weeks tour of the west coast. He was last employed in Bick’s shaving shop.

Paint Helper Don Gerald has returned to work after severe bout with pneumonia. He has had several x-rays but as yet doesn’t know just what the trouble is.

Wagner Helper Jere Russell has recently returned from a vacation in Florida.

A retired Paint Shop Helper, Bert Starkey, 73, died recently at his home in China. Among survivors are Machinist Helper Richard Starkey, burlesque. A floral tribute was sent from the Paint Shop.

A severe sneeze caused Bennie Grant, operator of the overhead Machine Shop crane, to part company with his upper plate which landed on the cement floor 23 feet below scattering teeth over a large area. (Any rumor that Bennie was taking a long distance bite at the foreman is erroneous).

Piper Bob Harding has recently purchased a 112 acre farm on the Clinton road and plans to expand his milk production.

Henry Gagnon, who had been a laborer here at the shops for about 10 years, died recently.

Mr. and Mrs. Wilbur Lunt have recently returned from a vacation in St. Petersburg. Wilbur C. was formerly Assistant Superintendent here at the Shops, now retired.

Carmack Merrow might just possibly have an 8 inch bench saw for sale. It could be adapted for use sawing wood but it has recently been equipped with a meat saw.

Allen Whittan, now out of Pete White’s crew for summer, has gone to Livermore Falls crew to work with Roy Butler at Rumford.

Annie Newcomb, daughter of Mr. and Mrs. Maurice L. Sanborn, Mr. Sanborn being Railway Express Agent at Wilton. M. J. is now holding third trick at Waterville ticket office.

Frank McNally, chairman of Elks Youth Committee.

By "STEVE"

Machinist Apprentice Ernest Niles has completed his time and is now working as a machinist for the Keyes.

The Paint Shop cat gave birth to a litter of 4 kittens recently and mother and family are doing fine. ‘Doctor’ Danforth was the attending physician and dietician and has the family ready for adoption.

Mrs. Lillian Otis has been a recent patient at the Thayer. (She is the wife of that shy, quiet Supervisor who doesn’t like to have his name in the Magazine).

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Retired Electrician Charlie Gibson is spending 3 weeks in Florida. Painter Chester Craig has returned after 7 weeks illness.

Sympathy is extended to Blacksmith John Buckman whose father died recently. Machinist and Mrs. Sid Hamlin have been recent visitors to meet their daughter and husband, Sgt. and Mrs. Ira Thayer who were returning from two years in Germany. Mrs. Thayer will visit with her parents indefinitely while Sgt. Thayer will be stationed in Massachusetts.

Painter Charlie Stubbett has been out for some time with business.

Chief Clerk and Mrs. Herman Rines are vacationing in Virginia and after packing the suitcases and shipping them ahead, Rines discovered upon boarding the train that he had left the keys to the bags at home on the dresser. We cannot report the conversation that ensued but the difficulty was resolved by son Don mailing the keys.

A couple of our statistical blunts ate Foreman Alden Finnemore's lunch one forenoon recently and, to compensate Alden they invited him to lunch with them at the Pie Plate at any time. As a result of a little feminine maneuvering Alden had to pay for his own lunch.

Connie Begin and Tiny Gibbes have been recent delegates to the Annual System Board meeting of the Brotherhood of Railway Clerks in Boston.

A local high school girl, whose father is one of our younger clerks here at the Shops, was telling her father about hypnotism as discussed at the school, and that one of the instructors at the school could hypnotize a person. Dad immediately scoffed at the whole procedure that a lemon was a sweet apple and even was suspended between two chairs by his head. We cannot report the conversation that ensued but the difficulty was resolved by son Don mailing the keys.

Machinist Charlie McNinn works 5 days a week and then has a three day off, so if you know someone who fancies or wants to do a lot of fishing between Wednesday and Monday see Charlie. Those are his work days and he won't be able to fish or use any of that fancy equipment he has purchased for those days. He has established a rule to get this stuff together and has now topped it off this spring with a new canoe. I feel quite sure Charlie would have no objections to anyone borrowing all or part of this new fancy fish lure. Line forms on the left fellows!


OUGHTOTRADER: C. B. King.

Foreman E. O. Hatch paid the man five dollars for his automobile and trailer. But it wasn't the fellow he had borrowed it from, it was a man who wore a long black robe and held a gavel.

CP Extra 258 with the staccato beat of the engine and cars rumbled around the curve as the train glided down to the Bangor Engine House as well as genial Leon Smith and his bride, who now live in St. Petersburg. Smith, previous to his retirement, was Sales Engineer for the Magnus Chemical Co. and is well known throughout the Stores Department of the Active Power Department of the Maine Central.

As 410 Maine people from St. Petersburg and vicinity at the picnic, and when one tallies the number in the entire state of Florida, I wonder if there is anybody left in Maine to do the chores.

It has been a wonderful Winter in Florida with something to do or some place to go every day and YOU FISHERMEN! They even fish in mud puddles down here and the beauty of it is they CATCH SOMETHING!

Me and my tan will be seeing yer,

CHARLES H. LEARD

Mechanical Department

By LARRY SEVERANCE

Roclinning on hospital beds in what is probably not a too comfortable position are Labores R. J. Rancourt, L. W. McLaughlin and Electrician N. B. Harding. Hope to see all of you fellows back on the job soon.

The Ladies Auxiliary of the B. of L.F. & E. held its regular meeting at the GAR Hall in Bangor with President Lillian Caruso presiding. Present was Mr. T. W. Larkin for the New Englanders who are meeting will be held in Bangor September 27th.

Machinist Charlie McNinn works 5 days a week and then has a three day off, so if you know someone who fancies or wants to do a lot of fishing between Wednesday and Monday see Charlie. Those are his work days and he won't be able to fish or use any of that fancy equipment he has purchased for those days. He has established a rule to get this stuff together and has now topped it off this spring with a new canoe. I feel quite sure Charlie would have no objections to anyone borrowing all or part of this new fancy fish lure. Line forms on the left fellows!


OUGHTOTRADER: C. B. King.

Foreman E. O. Hatch paid the man five dollars for his automobile and trailer. But it wasn't the fellow he had borrowed it from, it was a man who wore a long black robe and held a gavel.

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Enginemans and Mrs. Archie Black left for California April 18 to visit Archie's brother. Sympathy is extended to the relatives of Retired Yardmaster George Shane who died in Lewiston; also to the family of Retired Yard Conductor Pete Gagne of Waterville. Mr. Shane was connected with the Portland Terminal Co. Conductor Howard Goos met with a very painful accident. He injured his neck and head and was hospitalized at the Osteopathic Hospital, Portland.

Retired Engineman James McIntyre of Saratoga, Florida, has sold his home there and has returned to Portland. If you are in the market for house lots, second hand automobiles, maple syrup or canned sota. Florida, has sold his home there and has returned to Portland. He and Mrs. Preston were on a trip to Washington but roasted in Long Island on their way back. Foreman Arthur Partridge and Mechanic Norman Scott just returned from a three day trip to Springfield, Mass. They went down after Bush 810. Robert Cody, night mechanic at Portland, was out sick for a week recently. Bob thought that he had the measles. Edward Danielwicz former mechanic at Portland, was in to see us recently. Ed was home on furlough from the U. S. Air Force Engineers. Bus Operators Arnold Brumme, Robert Leighton, Conrad Mason, Bert Gay, Vernon Murphy, D. E. Cunningham, Finer Mason, Francis Constant, Lester Grant, E. Wellander, Forest Potter, and Edward Frank have recently been on New York and Washington trips. Nice to see "Doc" Edwards back to work. "Doc" has been out for a long while. Operator Edward Frank recently resigned.

Relaxing with his pipe is the late Rev. Timothy Maney of Bath, a friend of every railroad man in the State of Maine. He comes from a long line of railroad men, the late Thomas, an Engineman for the Maine Central and Retired Engineman William, of the Eastern Sub Division. He leaves also a sister, Miss Alice, who resides in Bangor.

Rigby Engine House

By Albert B. Wetmore

The marriage of Laborer Roy St. Peter and Dorothy Bryant has at last happened, on Saturday April 16. If the ceremony had been delayed another week Roy would have been a married man by a very narrow streak. It has been the most publicized affair to happen for sometime around the engine house, and we have all had a lot of sport kidding Roy.

The event of the return of Machinist Harry Watts to his job at the Freight Sheds, on the "Choo Boy", job, caused several men who had taken day jobs to return to their respective positions. Machinist Charles Henry has bid off the job vacated by Eugene Annette who is on sick leave. We were all sorry to hear of the illness of Chief Engine Dispatcher Clyde Gary and hope for a quick recovery.

The death of the wife of former Engine Inspector Bruno Doucette. She was the Aunt of James and James Ashley. A brief tribute was sent. Former Boilermaker George P. Rankins, retired on disability, was a visitor at the shop. He plans to open a hamburger stand in his home this summer to entice the Air Force boys who have a base near by. Good luck George and Mrs. Rankins.

Laborer Russell Proctor took part in the all night search for little Scott Hart who was lost. He, as the papers informed the public, was found the next day in a pile of brush asleep. We are very sorry to report that Agent Joe Boucher at Gilmanton is off sick, he is at present at Hanover in the hospital. Best of luck Joe and a quick return to health and the old job.

We extend our sympathy to the family of retired Assistant General Agent James P. Jordan, whose wife died Wednesday, April 13. Loader and Caller Philip H. J. Robinson is also a son, to whom we extend our condolences as well.

Retired Stenographer Nan Z. Donahue is a patient at the Mercy Hospital; we all send her our best wishes for a speedy recovery.

This picture of Mr. and Mrs. Carleton Howard (Betty Cote, daughter of Machinist and Mrs. Ted Cote) was taken at Melbourne, Florida, where they are now living. They will return the 1st of May and reside at Sebasco Estates where they will be employed.

Portland

Freight Office and Freight House

By MARJORIE J. MULKERN and ALICE A. MCLAUGHLIN

We extend our sympathy to the family of retired Assistant General Agent James P. Jordan, whose wife died Wednesday, April 13. Loader and Caller Philip H. J. Robinson is also a son, to whom we extend our condolences as well.

We are very sorry to report that Agent Joe Boucher at Gilmanton is off sick, he is at present at Hanover in the hospital. Best of luck Joe and a quick return to health and the old job.

We are pleased to welcome back Receiving and Delivery Checker Michael J. Noonan, who has been absent due to illness. Also, Inspection Loader and Caller Patrick J. Foley.

Among those who have been enjoying a portion of their annual leave were Freight Checkers Martin Honan and Paul V. Bourque, Watchman John J. Clancy, and Loaders and Callers John M. Coyne and Patrick F. Lyden.

Local Chairman of the Brotherhood of Freight Handlers George C. Purdy also attended the Board Meeting held at the Manger Hotel, April 11.

Barlett, N. H.

By O. R. BURDWOD

The Spring Ice patrol through the Mountains is at it once more. Percy Chandler and Preston Burke are covering the job. George Peters spare crew is set up and is going for the season. George is working out at Bartlett right now but expects to be moved out any old place and at any time.

We are very sorry to report that Agent Joe Boucher at Gilmanton is off sick. He is at present at Hanover in the hospital. Best of luck Joe and a quick return to health and the old job.

Agent W. H. Burnell at Intervale is having his vacation, his job being covered by spare Opr. W. O. Burdwood.

Congratulations to Cond. and Mrs. David Dudley on the recent arrival of a daughter, named Beverly Marie.
Section-man Walter Locke has gone to work on the Bartlett section; Albert Henn on the Sawyer's River section and Ed Pettingill on the Crawford's section.

Made a visit the other day to W. N. Tre−
car's new office at the engine house. A very nice office indeed—convenient and plenty of room. Glad I called in because Walter opened up a box of fifty cent cigars—but nothing else. However, one shouldn't kick, we suppose.

A new enterprise has entered the village; the General Thermostat Corp. has purchased the former G. K. Howard property and is having many alterations made. They expect to start business as soon as possible we hear and you may be certain that the town appreciates this plant and most surely the M.C.R.R. hopes to be of service to them later on.

Engine house man Wes Moody has left with his car for California.

Beecber Falls, Vt.

By ROGER D. DROLET

Introducing a new power on this branch, Gary Allen Michaud born November 8th 1954. He bosses the woman who bosses the man who bosses the station at Colebrook, N. H.

By ERNESTINE V. GRIMES, MARY E. MORSE, VAUN E. DOLE, JULIA ROPER and MARY E. STARBIRD

Our sincere sympathy is extended to the family of the late Charles A. Welch, Chief Clerk, Of−

tice of General Manager-Transportation, Gen−

eral Manager-Mechanical.

He will be greatly missed by the many friends he acquired and the many associates he came in contact with during his many years of Railroading. He will also be greatly missed by the members of the Bowling Team.

Our congratulations to Carl A. Bruns on his promotion to position of Chief Clerk, Office of General Manager-Transportation, General Man−

ger-Mechanical, replacing Charles A. Welch.

Our congratulations to T. E. McTirkhan on his promotion to Supervisor, Mail Traffic, re−

placing Carl A. Bruns.

Leon Van Horn of the paint crew is not envi−

uous of new car owners because he owns this 1929 Rolls-Royce, a real collector's item. It is in good running condition, too. Leon is also a coin collector.

We are glad to hear that Trott R. King, Road Foreman of Engines, is convalescing at his home after being hospitalized for some time.

Our best wishes for a speedy recovery for Clyde Gary, Train Crew Dispatcher who is new confined in the hospital.

Mrs. Winnie Stout has recently returned from a motor trip to Florida where she visited her son and family at Miami Beach. Miss Molly Fishbory substituted for her and Alice Gallant in Molly's place.

We wish to extend our sympathy to Mrs. Adelaide Ogden on her husband Bernard's death.

Mrs. Julia Roper spent Easter in Camden with her son and family.

Word was received recently of the death of Frank G. Grimes, a retired Maine Central employee of 40 years service. Sympathy is ex−

tended to Mrs. Grimes and his daughter Ernestine of the Accounting Department.

Glady Dole is back with her friends in Enrol Libby's office in the Accounting Depart−

ment after several months absence.

Mary E. Morse states that later on and her col−

leagues in the Freight Traffic Department have been grinning and bearing the major recon−

struction and paint job in that office. From observation it would seem that Tom Donlans, Clyde Lovett, Dana Woodbury et al will need commissaries to find their way around.

All the Engineering Department seem to be moving to Cape Elizabeth, J. F. Stanford, Signal Engineer, and his family, being the latest. "Stan" recently moved from Stevens Ave., Portland, to 84 Oakhurst Road, Cape Elizabeth. Mr. and Mrs. Edward Stewart and family motored to Norwich, Conn. over a recent week−

eend to attend a family wedding. Eddie says it was well worth the trip, they had a swell time.

Alice Warren of the Despatching Department, tendered the extent of a beautiful milk cape for her mother, Mrs. Warren, (who is also the mother of Edith MacGibbon), whose name she dropped in the box at the Cape Road Red & White Store each time she shopped there.

With so many changes occurring in the Ac−

counting Department, it is difficult to know who is where the furniture is being moved around! Among some of the changes are the following:

On April 1 Horace Woodbury retired as Comptroller after 49 years service, and Horace

Doing business without advertising is like winking at a girl in the dark. You know what you are doing but no one else does.

These are three of the four reasons Earl Hodkins, Jr. hurried home: Lorraine 7½, Linda 7½ and Earl 3½. "Hodge" is Assistant Engineer of Structures. Linda and Earl are at−

tending the Dorothy Mason School of the Dance, the boy taking tap, and the girl tap and ballet. The youngest gets heres free imitating the other two.

N Foster assumed command of the department as Comptroller and Treasurer. Ralph Lunt was appointed Tax Consultant, and Edward Paine, Assistant to the Comptroller.

General Bookkeeper Martin Holmes was pro−
moted to Examiner; Portland Terminal Book−

keeper George Lowell bid off the General Book−

keeper's job; Clerk Stephen Conley became the P. T. Co. Bookkeeper; Paul Crawford took over Conley's vacated job; Theresa Slattery was as−

signed to the insurance work; William "Bucky" Gato moved into Theresa's place. Mrs. Gladys Dole returned to the department, after a long leave.

Gordon G. Williams was appointed Cashier in Mr. Budd's Office, and Shirley Wilson is acting as Assistant Cashier while Leo Jackson is absent on sick leave. Mrs. Christine Mayo is the new stenographer in that office, while Mrs. Alice Jenkins has been doing the typing of the annual Interstate Commerce Commission reports—and a fine job she has been doing, inci−

diously!

Joseph "Red" Murray, ever-popular mail clerk and local chairman of General Office Lodge No. 374, has returned from Boston, where he attended the annual System Board Meeting of Railway Clerks for this area.

Horace Woodbury dropped in for a short visit after his Florida vacation. He was glorious−

ly tanned and was full of interesting tales about the places he had seen on his trip. We all wish him many, many happy and healthy years in his retirement!

Stenographer Janet LaPlante recently enjoyed a weekend in Boston.

Deep sympathy is extended Horace M. Budd, Associate Treasurer, on the death of his wife, Elaine. Many of the general office will recall her as a former clerk in the Accounting Department, a few years ago.

Earle Bennett, Clerk, Freight Claims sure did see this one first and shot this 18½-pound bob−
cat which he proudly holds up for his young son's inspection, who views it with rather a wary eye. Earle and some of his friends have shot eight in the last few weeks.

John Peterson, born March 25, 1955. Proud parents are Mr. and Mrs. Fred Peterson; Fred is in the Stores Dept.

BOSS: (to office boy who is half an hour late) "You should have been here at nine o'clock."

Boy: "Why, what happened?"

HUH!
DR. CAREFUL PRESCRIBES THE CURE